zontally, and actually runs in a slightly inclined manner downward toward the front, as viewed from the driver.

[0017] In the neutral position of the steering handle **10**, that is to say when the vehicle is being controlled by the driver and is driving straight ahead, the supporting structure **11** is oriented horizontally, and the grip element **12***a* is situated on the left-hand side and the grip element **12***b* is situated on the right-hand side, the second limbs **122** lying in each case on the outside, that is to say being spaced apart further from the rotational axis D**1** than, for example, the central region of the respective associated first limb **121**. The second limbs **122** are preferably oriented upward, starting from the first limb **121**, with the result that the driver can grip the grip element **12***a* by way of his/her left hand H and can grip the grip element **12***b* by way of his/her right hand (not shown). In this state, the display unit **20** can advantageously be viewed by the driver as satisfactorily as possible, since it is not concealed by the steering handle **10**.

[0018] FIG. **2** shows the steering handle **10** in a special (or certain defined) state or driving state, namely in that driving state of autonomous driving, in which the vehicle moves in a highly automated or fully automated manner without the assistance of the driver. In this driving state, as much free space as possible is to be provided for the driver who is still seated on his/her seat and therefore in front of the steering handle **10**, with the result that he/she can read a newspaper, for example, or can manage emails, for example, by means of a tablet or the like with the aid of the display unit. In order, in a driving state of this type, to provide a steering handle **10** which is as compact as possible, that is to say takes up as little installation space as possible, the two grip elements **12***a*, **12***b* are then positioned, in a manner which is triggered by way of a suitable actuating apparatus (not shown), in such a way that the sections of the grip elements **12***a*, **12***b* which are provided for being gripped by way of the hands of the driver, namely the second limbs **122**, lie on a common line, the free ends of said sections or second limbs **122** facing one another. For this purpose, starting from the state in accordance with FIG. **1**, the left-side grip element **12***a* is rotated by 90° in the clockwise direction, and the right-side grip element **12***b* is rotated by 90° counter to the clockwise direction. It goes without saying that a slight angular arrangement, that is to say if the two grip elements **12***a*, **12***b* do not enclose an angle of 180° in said certain driving state, but rather an angle of, for example, 165° or 195°, is likewise to fall within the defined state as "lying on a common line".

[0019] FIG. **3** shows the steering handle **10** again in a driving state, in which the driver is controlling the vehicle, for which reason the left hand H of the driver which is still holding the left-hand grip element **12***a* is also shown here again. Starting from the state in accordance with FIG. **1**, the driver has rotated the steering handle **10** by 90° in the clockwise direction for the transition to the state in accordance with FIG. **3**, the supporting structure **11** having been rotated by 90° in the clockwise direction, and the two grip elements **12***a*, **12***b* having been moved merely translationally, as viewed in a coordinate system which is fixed on the vehicle, but not having been rotated. Here, in contrast, the grip elements **12***a*, **12***b* have been rotated with respect to the supporting structure **11**, to be precise in each case by 90° counter to the clockwise direction.

[0020] FIG. **4** likewise shows the steering handle **10** in a driving state, in which the driver is controlling the vehicle, for which reason the left hand H of the driver which is still holding the left-hand grip element **12***a* is shown here. Starting from the state in accordance with FIG. **1**, the driver has rotated the steering handle **10** by 180° in the clockwise direction for the transition to the state in accordance with FIG. **4**, the supporting structure **11** having been rotated by 180° in the clockwise direction, and the two grip elements **12***a*, **12***b* having been moved merely translationally, as viewed in a coordinate system which is fixed on the vehicle, but not having been rotated. In contrast, the grip elements **12***a*, **12***b* have been rotated with respect to the supporting structure **11**, to be precise in each case by 180° counter to the clockwise direction. As can be seen, although the driver has to move his/her left hand H to the right beyond the rotational axis D**1** for this state, the distance by which he/she has to do this is relatively small on account of the angled-away design of the grip element **12***a;* on account of the first limb **121**, the second limb **122** which is to be gripped comes to meet him/her, as it were, in the case of this rotation of the steering handle **10** which has been described in this way.

[0021] FIG. **5** shows the steering handle **10** still in a driving state, in which the driver is controlling the vehicle, to be precise still with his/her left hand H which is still holding the grip element **12***a*. Starting from the state in accordance with FIG. **1**, the driver has then rotated the steering handle **10** by 270° in the clockwise direction for the transition to the state in accordance with FIG. **5**, the supporting structure **11** having been rotated by 270° in the clockwise direction, and the two grip elements **12***a*, **12***b* still being moved merely translationally, as viewed in a coordinate system which is fixed on the vehicle, but not having been rotated. In contrast, the grip elements **12***a*, **12***b* have been rotated with respect to the supporting structure **11**, to be precise in each case by 270° counter to the clockwise direction, the grip element **12***a* then again lying on the left-hand side of the rotational axis D**1** or, more precisely, of a vertical plane which contains the rotational axis D**1**.

[0022] As is apparent from the figures, there is merely a minimum overlap of the display unit **20** with a steering handle **10** of this type. The steering handle **10** never protrudes at all into the view of or through the windshield which lies above the display unit **20**. Otherwise, a collision also does not occur, in the case of the steering operation which is shown in FIGS. **1**, **3**, **4** and **5**, with the knees of the driver who is seated in front of the steering handle **10**, which knees are not shown in the figures.

[0023] As is apparent from the figures, furthermore, single-handed steering without gripping is possible over the entire possible rotational range of the steering handle **10**, which rotational range can lie, for example, in the order of magnitude of plus/minus 360° (that is to say in or counter to the clockwise direction). In addition, in particular, a steering handle **10** of this type can be folded together to be sufficiently small, that is to say can be changed into a design in accordance with FIG. **2** with a minimum installation space requirement. It is to be noted expressly here that a certain state of the vehicle, in which the steering handle **10** is folded together into the design described in the present case with a minimized installation space, is not restricted to the state of autonomous movement. It goes without saying that the steering handle **10** can also be moved into a design of this type in other states, for example in the case of parking with a short or relatively long duration, in which the driver is not steering the vehicle. It goes without saying that the steering handle **10** can additionally be moved in its entirety in this